

T REGISTER



Totally T-Type



ISSUE 16

JULY 2006



Alan Wakefield and "Matilda" storming up the Brooklands Test Hill



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THE EDITOR

Issue 16 already! It doesn't seem that long ago since I was compiling the first TTT. A few issues back, when telling you of the availability of binders for the magazine (which the manufacturers claim will hold 18 copies) I said that I hoped that I would keep going for 18 issues. Well, it looks as though I'm going to make it. Assuming that I do, the 18th issue will have appeared just after my 60th Birthday and I am looking forward to getting my free bus pass, albeit there aren't many buses that go anywhere these days. Anyhow, an aspiration, as Tony Blair would say, (not a commitment as it is too much of a hostage to fortune) is to keep going for the first 50 issues. This would take me up to 65 years old and give time to find a successor.

The TTT renewal process was a bit chaotic this year. My fault, as I should have put a separate renewal form in with the appropriate issue of TTT. Well, one is never too old to learn and this is what will happen for 2007 renewals. I'll get my computer 'guru' on the case as I wouldn't know where to start.

Speaking of which, he's busy in the next room working on the programme to put the TA/B/C Register on the website and from what I've seen, it will be pretty impressive. The Committee has already seen the outline proposal and they will be able to view (at the Committee meeting on 16th July) just what is possible to make available on the website, including the search facilities. Once this is completed (and we are probably looking at a 'go live' date of August) we can start on the TD/TF records.

We have some good news on donations. All the TB/TC/early TD oil filter adapters have been sold, as well as the TABC stub axle pins. These were made available on a non-profit making basis, but in effect an additional £5 was charged on each item to go to Register funds. The Treasurer has now received £80 from the sale of these items.....(continued on page 4)

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The other source of donations has been via the website from those of you who read TTT by logging on to the T Register website. We have not had many so far, but those we have received have been extremely generous and we currently have just over £100 from this source. Whilst I am about it I would like to remind readers that TTT is produced and mailed entirely on a voluntary basis by me (I don't want any 'medals' for this as I love producing it!) and I have always insisted that it should not be a charge on the Register's funds. Speaking of which, I should also like to point out that the Register generates all its funds by voluntary efforts. We do not receive any funds from the MG Car Club (that is not a criticism, merely a statement of fact). We are therefore a truly voluntary organisation dedicated to the cause of the T-Type. End of sermon!

The Mystery Photo competition was a bit of a damp squib. We only received one answer (which was incorrect). The correct answer was a chrome wing nut/bolt. Never mind, perhaps we'll have another go in a future issue.

I recently had the opportunity of reading the equivalent of TTT produced by the MGF Register. This is called *FasTForward* and is produced quarterly. What struck me was the difference in content between the two magazines. TTT is, as I always wanted it to be – and you the readers seem to approve – a magazine with a strong technical bias whereas *FasTForward* is much more about future events and reports on past events. Having thought about it, this is understandable since the “moderns” will, by and large, always be 'on the road', whereas a goodly proportion of our cars spend time 'off the road' and the opportunity (some might not call it that!) to do one's own maintenance is always there with our cars. The yearly subscription to *FasTForward* (a full colour A5 magazine with 44 pages) is £10. My initial thoughts for a full colour TTT next year is a subscription of £10. This seems to me to be competitive since TTT is bi-monthly so you would be receiving 6 full colour issues for £10. I must however stress that these are only initial thoughts and it is going to be a real challenge to make ends meet with this level of subscription. More about this in the September issue.

Jos Wantz has asked me to let you know about a pre 1956 MG Rally which is to be held in southern Belgium (Valley of the Semois-River with a trip to France to the citadelle of Montmédy). Date: Sept 23rd to Sept 24th. If you are interested he can be contacted by e-mail at jopi@wantz.lu

No entry fee is asked for, other than the food which has to be booked in the different restaurants. Hotel bookings need to be made direct by each entrant.

The rally headquarters will be in HERBEUMONT, next to BOUILLON in southern Belgium.

T REGISTER NEWS (Compiled by John James)

Committee Members We start this month with a profile of Register Chairman, Dennis Barker. Your Editor thinks that it is a good idea to better acquaint you with your Committee representatives. I hope you agree! Further profiles will be contained in future issues of TTT.

Before I print Dennis' 'potted history' I ought to tell you that he is quite a remarkable fellow who is approaching 74 years young. He has done so much for the Register as a former Regalia Secretary, Secretary, Chairman of the 40th Anniversary Sub-Committee (and what a success that was!) and now Chairman. He is due to retire from the Chairman's job in March 2007 (he wanted to retire at the Annual General Meeting this year, but was persuaded to do "one more lap" by the rest of your Committee. Over to Dennis.....



"Born in London during the 3rd quarter of 1932, my education was interrupted by Adolf Hitler's airborne assaults on the Capital. Returning to London after evacuation, I completed my schooling and joined a family Engineering business, where I trained as a Mechanical Engineer and completed an Apprenticeship using Lathes, Mills, Grinding Machines and measuring instruments before the advent of digital readouts and CNC, (Computer Numerical Control). Inevitably, I progressed into Management and began to nurture a desire for a sports car to replace my 1939 Ford Anglia.

In late 1955 my bank balance was such that I ventured into the market and attempted to purchase an MG TF 1500. The supplier of all our company vehicles said he was sorry to say this model had just gone out of production! However, he offered to let me have the first new MGA which he expected in early 1956. This was duly delivered to me the following February and I well remember that my first drive home to North London from my Office in Bletchley via Hemel Hempstead, Watford and Mill Hill to Finchley was during a violent blizzard with 4 to 6 inches of snow covering the roads - a journey I completed without incident, more by luck than judgement. Later in the year, having joined the MGCC and entering many events and rallies, I took an old school friend on an event organised by another old boy from our school, whose parents were the licensees of the Wagon and Horses Pub (between Elstree and Radlett). An MGCC member

in a white TR 2, lined up behind us and we engaged these young ladies in conversation, as you do being fellow Club members. By March 1958, Jennifer, the Elder of the Axtell sisters (who regularly featured in the MGCC results sheets for the ladies' awards in those far off days) became Mrs Barker. Subsequently the MGA and TR2 went in favour of a mortgage and raising a family. We initially managed to keep up the Rallying, Driving Tests, Sprints and Auto Cross. However, Rallies became more and more demanding and since we were using family transport (in the guise of a very heavily breathed on Morris Minor 1000, capable of speeds well in excess of 90 mph) we reluctantly retired from active competition.

In 1959 we purchased a 1904 De Dion Bouton and for the next 30 years enjoyed Veteran Motoring with a growing family. The Children all loved the "De Dion" and during that time I completed 30 London to Brighton Veteran Car Runs, as well as a host of other events all over the Country. Because of my record in completing the event, I was invited by the RAC to take their Celebrity on two occasions and as a result I met the late Ray Moore, (of BBC Radio 2 fame) who became a great friend. A non-driver, Ray thoroughly enjoyed the event and came with me on the last 3 years. With his passing we decided to sell the De Dion.

The motoring bug was still with us and my wife favoured the purchase of a TC but those available in 1989 were not of a condition which I considered warranted the prices being asked for. Whilst researching the market I met Ron Gammons, who of course knew many of the folk who we had rallied with over the years. Much discussion took place and this resulted in the purchase of a TF 1500. The wheel had turned full circle!

MGCC membership resulted in a questionnaire from the T Register and a subsequent approach from Tony Roodhouse resulted in my becoming Register Regalia Secretary. Subsequent illness necessitated the need to stand down. When I had recovered, I chaired the subcommittee which organised the 40th Anniversary (of the Register) displays and celebrations. Mike Lugg then wanted to stand down after 9 years as Register Chairman and I was persuaded to take over his mantle. I agreed to undertake this for 3 years but your Committee prevailed on me to do one more year and enjoy the luxury of a hassle free final year (New Kimber House was not a happy time).

I am indeed grateful to the Committee for this opportunity and I am pleased to report that I am enjoying T-Type motoring in our new surroundings in Hampshire. It is with some regret however that I cannot be at Silverstone or the 'T' Party for the first time in over 17 years. However, I cannot wait for the Autumn Tour to Harrogate and I hope to attend the Practical Skills Workshop this year for the first time".

PAST EVENTS

1. Annual TA 'Natter' (28th May) Organiser, Dave Heath has sent in the following report.....

"To mark the 70th Anniversary of the announcement of the TA we held our annual TA 'natter' at Radley College, near Abingdon. We were pleased to be able to use the College on the same day as the Abingdon Works Centre's 'Old Speckled Hen Run' (*now re-named 'The Hen Run' following the cessation of sponsorship by the brewers – Ed*). Six TAs were present and a dozen enthusiasts sat down for the 'natter'.

Prompted by recent XPAG ignition timing information, I checked the TAs present, finding most run with about 5° advance from standard (i.e. 5° BTDC), a popular spark plug being NGK BP6HS. Other subjects coming up for mention were:-

Sticking wet clutches Don't forget to fit the 3 little spigot bearing springs. These push the driven plate off the flywheel, overcoming the oil suction. We hope to make some new springs in the future as well as pressure plate springs!

Cracked cylinder heads This is an ongoing project with two promising solutions being tried.

I am working on a water pump seal repair kit for less than a 'fiver' (£5 for the benefit of our overseas readers - **Ed**) and Brian Rainbow is looking into counter-balanced cranks for a tad more than a 'fiver'!

These are some of the topics we discussed to help us run our TAs. We had sun all day with Rob Lewis (*that's Rob's car in the photo*) and I achieving about 33 mpg for the 200 mile round



trip. I checked my plug colour, 'light soot' on unleaded fuel.

Many thanks to Greg Smith and the Abingdon Works Centre for their hospitality".

2. Silverstone International Weekend (23rd/24th/25th June) There is a full report with some photos on page 33.

3. Shuttleworth 2006 – ‘T’ Party (2nd July) As this event has only recently been held, it is too near the cut off time for this issue so a report will appear in the September’s TTT.

FORTHCOMING EVENTS

The Autumn Tour (1st/2nd/3rd September) Organiser, Grant Humphreys has provided me with a useful update.

The original ceiling of 60 cars has now been stretched to 65. We have reserved parking space at the front of the hotel, so 65 T-Types, assembled against the backdrop of a fine hotel, should be quite a sight.

A complete rooming list has been received from the hotel, together with a sample menu for the Gala Dinner. This will be sent (may have already been sent) to all entrants in the near future for them to make their choice.

The Saturday Run takes us from Harrogate to Bolton Abbey www.boltonabbey.com for morning coffee. On leaving the Abbey we will travel up to Wharfedale, through some interesting countryside to Malham (Malhamdale). Leaving Malham we climb via Pen-y-Ghent before dropping in to Littondale, journeying on to Grassington for lunch/afternoon stay (Grassington is sometimes referred to as the “jewel” of the Dales). On leaving Grassington we travel back to Harrogate via Pateley Bridge and Ripley Castle. Total mileage for the day is approximately 85 miles.

The Sunday Run will take us via Ripon to Masham, where we will stop at The Black Sheep Brewery Visitor Centre www.blacksheepbrewery.com for morning coffee. On leaving Masham it is on to Hawes via Leyburn and Aysgarth Falls for lunch at The Wensleydale Creamery www.wensleydale.co.uk (Hawes is the highest market town in the Dales). From Hawes there will be lots of photo opportunities as we motor to Kettlewell via Gayle with afternoon tea available at Kilnsey Park Trout Farm www.kilnseypark.co.uk From Kilnsey Park there are some interesting byways on the return to Harrogate. The total mileage for the day is about the same as the previous day’s.

It certainly promises to be a weekend to remember!

Practical Skills Workshop (17th September) The Committee will be finalising the programme for this event (being held at the Workshops of Peter Edney Classic and Sportscar, Leaden Roding, Essex) when it meets on 16th July. In typing this, the Editor is reminded just how quickly the year has passed as he scratches his head, wondering how he is going to give

the final programme publicity when the cut off date for the August "Safety Fast!" is 10th July (i.e. before the date of the Committee meeting!) and inclusion in both September's "Safety Fast!" and September's TTT will be too late. Rest assured, we will find a way! **STOP PRESS** see page 29.

'Rebuild' 2007 The likely venue will again be Ernulf Community College in St Neots, Cambridgeshire. We should be able to agree a firm March 2007 date at our forthcoming Committee meeting. There were some aspects of the facilities at the Community College which were not up to standard at 'Rebuild' 2006 and we will be seeking ways in which these can be improved for 'Rebuild' 2007.

'T' Register Trip to France (Mid May 2007) Mention of the possibility of organising a "Late Spring Tour" to France has excited considerable interest and also a firm offer of help with the organising. The present position is that we have earmarked a possible hotel and the details will be considered by the Committee when it meets on 16th July. It should be possible to firm something up in time for publication in the September's issue of TTT.

Autumn Tour 2007 Next year's Tour is to be centred on Sussex and Peter Cole has kindly volunteered to organise it. It is anticipated that the event will be advertised in November's TTT and in December's "SF"!

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“THEN AND NOW”



The photo above shows a batch of TCs being released from the Factory for collection by Kent Police in 1946. The car at the back of the line (right hand side) is HKN 517. This car (TC0685) is alive and well in the UK, having been owned by Bill Tonks for over 40 years. The car in front of HKN 517 (HKN 516 – TC0686) is, according to our records, now in Western Australia, having got there via Ontario, Canada. Regrettably, HKN 511 and HKN 515 are not currently known to the Register.



News from Stewart Penfound, TA/B/C & Specials Registrar

The following request from Stewart was published in the March Issue of TTT:

“In looking through our records, I see there are quite a lot of cars listed where their chassis numbers are unknown. This is because over the years we have recorded cars by registration number from pictures/articles in magazines, sightings on the road or at events etc, all of them instances where it has not been possible to obtain the chassis number. These cars all have the T Register number zero, as by our rules only cars with known chassis numbers can be given a proper T Register number.

Below is a list of licence numbers of the TAs and TBs on record that come into this category - if they were to be published in TTT with a request for owners, should they spot their car, to let me know their chassis number, I can then allocate a T Register number. TC can follow later - there are 116 of them! “

Following publication of the TA and TB list of licence numbers we were able to marry chassis numbers to some of the licence numbers, so the exercise was well worthwhile. Let's see if we can solve some of the TC mysteries! The tables follow:

Licence Number		
PAS 337	BEB 247	RUF ROR
CEA 301	FKY 127	TC 5168
JK 9410	JKM 381	MTL 538
JKR 405	FDG 515	BSJ 325
DLJ 643	VMCCA	49 AJN 78
BHY 847	MA-38-30	CE 7713
KPE 213	CFV 535	CLX 730
JOK 742	FFG 656	JUF 586
ETH 111	LRB 900	338 XRB
TAW 496	KPF 877	26.6.48 96
JAL 931	BBG 466	SSJ 788
FUD 600	FAP 35	HUR 931
OVX 902	MRF 582	LFC 958
EPM 763	DFV 372	CSV 491
DBL 606	9607 MG	ENH 486
DKU 792	MG 43	KEH 618
HUO 884	WBB 2893	38112
FSK 260	66-22	AH-67-10
SMC 545	KOBE 55-66	OG TC 48 H
NPJ 539	NSK 393	BB TC 347
BL 12132	7XO-290	RC 9385

CRT 313	NSK 383	?AS 318
MYV 77	19-46	KTJ 45
VSU 962	JAC 491	NEP 798
DVS 393	ABR 366	HNF 894
JCV 60	LDE 292	EWN 810
JUM 400	JP 8042	HTF 264
MJO 508	JKL 683	OB 336
MZ 7004	GBC 143	DBL 54
DL-36-10	GS 717	CH 0951
ZB 8604	69 GKM	RVG 4
MVK 531	GOW 840	CH 2978
KYZ 10	CSJ 170	LE 911
DL-03-12	CFM 1946	JW 5763
OVF 833	A-410	RM 221
CDY 643	484 CLP 95	CH 7746
YSV 269	JLJ 498	MG 771
FSG 507	VEV 066	TC 1947
JHY 330	AAS 474	

Ed's Note: A couple of the above licence numbers "jump out at me". DBL 606 was a Factory Road Test TC, a photo of which can be found on page 35 of Chris Harvey's excellent book "The Immortal T Series".

HUO 884 was featured in the T-Type Newsletter in May's "Safety Fast!" and if my (failing) memory is not playing tricks with me, we may, as a result of the feature, have found another previous owner.

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The “Business End” of the Hand Brake on TA/B/C Models

By the “business end” of the hand brake, I mean the working of the hand brake once the cable enters the brake back plate.

Before getting too far into this little article, I ought to admit that hand brake mechanisms on drum brakes are entirely new territory for me. The reason for this is that I am more familiar with Triple-M brakes where just one cable (per drum) does the work of stopping the car, whether by applying the footbrake or the handbrake. No fancy hydraulics and hand brake lever assemblies here! To “compensate” one can have nightmare braking (nightmare braking = virtually no brakes) if cable brakes are not set up properly.

Perhaps because of this lack of familiarity, I approached the task of dismantling the brake shoes (and hand brake lever assembly) on my TC with a fair degree of trepidation. I expect we all have experienced that sinking feeling when, after one false move, springs and widgets go flying in all directions and one is left pondering how it all fitted together in the first place! Well, I suppose that’s not going to happen, given the relatively simple mechanics of our cars, but it’s easy to say “I’ll remember how all that goes back together” and then days or weeks later (or 40+ plus years in the case of my J2) the former air of confidence suddenly evaporates.

Fortunately, technology has come to the rescue of the likes of me in the form of the digital camera. It is now possible to take as many ‘shots’ as you like (after each dismantling operation if you need to) and then to load them on to your computer and play them back, print them out, or blow them up (not literally!) to show very fine detail. The other bonus is that the pictures one has taken come in very useful to illustrate an article like this.

So enough waffle – let’s look at a bare back plate (near-side) with the hand brake cable entering the back plate. There’s another ‘shot’ taken from a different angle on the next page. The ‘hook’ on



the hand brake lever assembly (*shown on next page*) engages with the

yoke (is that the right word? – anyhow, it is arrowed)) at the end of the cable.



The way things are assembled then becomes clearer in the next 'shot'. The stud at the top of the lever assembly (*arrowed*) passes through the back of the brake shoe (top hole) and is fixed to the shoe with a castellated nut and split pin (*arrowed*). The lever assembly is held in place on the other brake shoe by means of a small retaining plate on the back of the shoe. This is shown in the last photograph. The shoe has been turned over to enable the retaining



plate to be seen. Just for clarity's sake a spare retaining plate, castellated nut and split pin are also shown in this photo. What is probably not very clear is that the retaining plate is cranked to allow the lever assembly to fit between it and the brake shoe. It is also probably worth pointing out that the assembly above is a loose assembly without the spring in place.

All a bit obvious to most of you but it just might help someone.

JOHN JAMES



Alternative seating for a “T” type.

Are you sitting comfortably? Then I will begin.

10 years ago I was given the OK to pursue the acquisition of an MG again. We found a TD we could afford but being 6ft 2” it wasn’t long before I became fed-up with crouching to see through, rather than over, the windscreen. So I set to work - but nothing I did to the original seats lowered my eye-line enough.

Then a friend donated me a pair of bucket type seats. Now I could fix it so that the passenger’s seat position best suited the most frequent passenger (the good lady) whilst the driver’s seat was arranged to accommodate my lanky frame. I achieved this by cutting out the rearmost 15” of floorboard and trimming the sides to allow it to sit on the chassis rather than the side angles at the body and tunnel (3/4” gained) and replacing the cushioning with a thin layer of dense foam (a further 1”+ gained). At last, now my good lady and I could each be accommodated without influencing the other’s comfort and my eye-line was about 1/3rd down from the top of the screen. That’s the way it stayed for 9 years and many miles touring in this country as well as expeditions to France, Spain and Southern Ireland.....until recently when I bought a pair of late Midget reclining seats.

I have seen several variations on this theme with MGA seats being the most popular but several years of searching have not borne fruit. I once tried early MGB ones but they fouled the rear side-screen attachment nuts. For those not wanting to fit narrow bucket seats (superb to use but don’t look right) I commend Modern Midget seats as a suitable solution that has the visual bulk not to look out of place. Almost like TF seats, but reclining. I wish I’d done it years ago! Sometime in the future I might commission some seat covers of a suitable period pattern and material to complete the illusion of originality.

To accommodate my height (remember, 6ft 2”) I retained the lowered floorboard as above plus lowered the driver’s seat cushion by making longer clips for the seat cushion’s rubber webbing attachment to the seat frame. Very easily done and reversible if so required later (the ever useful wire coat-hanger provides the right thickness wire for these clips). For when my wife drives the car, a baton of wood 1.5” thick under the rear of the seat restores the “lost” height to make things comfortable for her. Just think, if I were 5ft 10” none of this would be necessary!

In all cases, and whatever your height, I recommend elevating the front of the seat (even the original one) so that some of your weight is taken on your thighs. This will reduce the “numb-bum” syndrome familiar after more than an hour in the “saddle”. For us, 1½” best suited the originals and the bucket seats, whilst ½” is fine with the Midget seats as the frame is already angled high at the front.

Jim Reeve

Totally T-Type, July 2006 15

FRONT HUB BEARINGS ON T-TYPES

After reading Roger Furneaux's article in March TTT, I am as always, in admiration of his thoroughness and dedication to "maintaining the breed". In particular, he has some sound advice about stub axles. I am however, prepared to start a debate on the need to fit Taper Roller Bearings (TRB) in place of the original Deep Groove Ball Bearings (DGBB) in front hubs.

TRB have a higher dynamic capacity, and therefore a higher theoretical fatigue life than DGBB of the same size. Whether replacement is justified or desirable depends on whether the original bearings are sufficient for the application.

The vast majority of all rolling bearing failures are due to poor fitting or adjustment, inadequate lubrication, or ingress of water or debris. Pure fatigue under conditions of adequate lubrication, is comparatively rare. Under the heading of inadequate lubrication comes that of poor maintenance, which may result in the drying out of the grease over many years (see my note on dynamo bearings in TTT July 04).

If the hub bearings are branded "R & M" (Ransome and Marles) they are at least 36 years old and could well be the original bearings, since R & M was absorbed into RHP in the late 1960s. Replace them with modern 6205 and 6304 (TA/B/C) or 6306 and 6304 (TD/TF). Provided these are from a reputable manufacturer, you will have bearings which are a straight replacement for the originals, but due to the improved cleanliness of modern chrome steel, will have a theoretical fatigue life more than three times higher. This to my mind is the most persuasive argument for sticking with DGBB. There are other advantages, such as the lower rolling resistance of DGBB compared to TRB, and cooler running which leads to longer grease life, but these are marginal in our application.

TRB became popular in car front hubs with the introduction of disc brakes. They can be set up with no axial play, unlike a DGBB arrangement, where the axial play can induce brake pad "knock-off". This is not a problem with drum brakes. More popular today is the use of ball bearings of the angular contact variety (ACBB). These are usually made in sealed-for-life units which reduce vehicle assembly time and maintenance.

One parting shot: if you modify safety critical parts of your car, do you declare it to your insurance company? God forbid anyone should have a nasty accident due to (say) an incorrectly adjusted TRB scheme, or a stub axle failure, but if you did and it led to a Vehicle Examiner getting his hands on it.....?

David Butler

USE OF SILICONE BRAKE FLUID IN T-TYPE BRAKE SYSTEMS

Alan Wakefield's article "***Too Much Silicone Can Cause Big Boobs!***" in May's TTT has generated some correspondence in support of silicone brake fluid. To be fair to Alan, the key point of his article (which I found very amusing) was the potential difficulty in establishing what type of brake fluid is already in the system if you don't know what a previous owner used. Happily, Alan sorted out his brake problems as can be seen by his use of the car (*photo on front cover*) at Brooklands.

TD/TF Registrar, David Butler, commented as follows:

"For what it's worth, I changed over to silicone brake fluid in my TD 3 years ago, when I replaced all the brake seals. I checked the brakes a month ago and found no corrosion of the pistons: in the past I had to free them off at intervals of around 2 years".

TD owner, David Fox, who has just moved to Spain also commented as follows:

"On the subject of brake fluid, I know that this has been done to death, but I must have my two penn'orth. I restored our TD, NYP 48 over a period of 4 years and put her back on the road in 1989, since when she has covered many miles both in Europe and the UK.

When restoring, I decided to go the 'silicone route' as it was a fairly new thing then, I replaced all the seals in the cylinders and flushed out the brake pipes I was re-using (some were new).

The original silicone is still in the car and the brakes are faultless, we drove the car from UK to her new home here in Southern Spain last August, and had no problems at all during the trip of some 1,600 miles. This included many mountain roads where drum brakes would normally have faded. I cannot recommend the stuff highly enough and will be putting it into my next project (an early B GT).

Before putting in Silicone the TD regularly suffered from sticky wheel cylinders, this does not happen now, even after a prolonged lay up.

Thanks once again John and please let members know that if they are here in Southern Spain and in difficulty, we are in Velez Rubio, between Murcia and Granada just off the A92N and would be pleased to assist. Tel (0034) 950 412165.

Kind regards, **David & Sue Fox**"

Ed's note: David sent me a fine photograph of NYP 48 amongst the olives and almonds of her new home. I plan to publish this in a future colour TTT.

29.8 mph.... Exactly! Jim Reeve ('53 TD)

I was driving myself mad with bits of paper and a calculator. How accurate is my speedometer?

My TD has a TF differential (4.875 rather than 5.125) and according to the spares book alternative diff. ratios were compensated for at the gearbox take-off, not at the speedo. 165x15 Michelin radial tyres instead of 5.50x15 cross-ply. As for the accuracy of both speedo and odometer, contemporary road tests varied between magazines. I had followed a Heavy Goods Vehicle along a level stretch of road and my "57mph" seemed to be much the same as his regulated "90kph". I had covered the one mile between telephones on a motorway in (as near as I could tell) one minute whilst trying to do a steady 60mph. From our house to my wife's place of work has been exactly 5 miles in three different cars (but, 5.1 in another), ditto the TD. I had followed my wife in her Peugeot and our 60s seem to be about the same.

To all intents and purposes it seems to be roughly compatible with everyone else, so stop fretting!

Well that's not the point! So I fitted one of those bike "computers" (they are about the size of a wrist-watch) and now know that the speedo over reads by almost 10% up to about 60mph, and the odometer by just less than 2%. Do I feel any better? Well, sort of. Yes, because my miles per gallon calculations have been petty accurate, yet no, because of the very optimistic speedo. Those of you out there who can understand this may wish to read on. The rest should be content that you will always err on the "legal" side if you stick with the speedoprobably!

So, to fit one of these digital-speedo's firstly obtain the cheapest bike "computer" you can find. Why? The more you pay, the more bodily functions it will enable you to analyse. Not much use on a car. All that is needed is distance and speed (they all allow a switch between miles and kilometres at the press of a button). Oh, and a couple of metres of two core wire (à la Hi-Fi speakers).

For minimum modification I initially fitted the sensor to the diff. casing and the magnet to the universal joint flange bolt. Perfect up about 30mph then completely scrambled! It seems these things (well, mine anyway) can only cope with a maximum of 2000 pulses per minute. Understandable as that's 120mph on a bike!!

So I was forced to measure the revolutions at the wheel directly. This entails finding some way of fitting the magnet to a rotating part and having the sensor 2 to 4 mm away from it as it flies past. I reasoned that the closer

to the centre of rotation, the less the balance would be affected and the attachment of the magnet would be tested less by centrifugal force. Also, there is quite a lot of space there as all the brake parts are towards the outer edge. So I drilled and tapped a hole between two of the drum attachment bolts of the rear hub (my TD has wire wheels therefore not the combined hub-and-drum assemblies which would need careful assembly with the help of plasticine to check clearances). Using a suitable countersunk bolt I fitted the captive magnet on the inside.

Next I made a simple bracket to support the sensor and secured it with one of the bearing cap bolts, then tested that it was in the right place to be activated and not likely to interfere with anything. At this point I had to drill a small hole in the back-plate to allow the wire to exit. I had an old tacho/speedo cable outer conduit so the hole was made to accommodate this and it was fed a ½" into the back-plate and held in place with a black tie-wrap on both sides. The other end was secured to the chassis at a cable-loom clip and the wire (suitably extended by soldering in the hi-fi wire) fed through it and then followed the loom to the back of the dash. This "armour-plated" fitment looks the part and protects the wire from damage.

I initially fitted the display directly to the dash in front of me. Wrong! Serious distraction. So it now resides in the centre where both driver and passenger can see it easily. This is particularly useful when following a "tulip" route, or similar, as the navigator can call the last couple of tenths of a mile before the turning.

To set it up, all that is required is the "rolling circumference" of the rear wheels, in mm. Dial it into the computer and road test.

There is one thing that you will need to consider. What figure to dial into your computer?

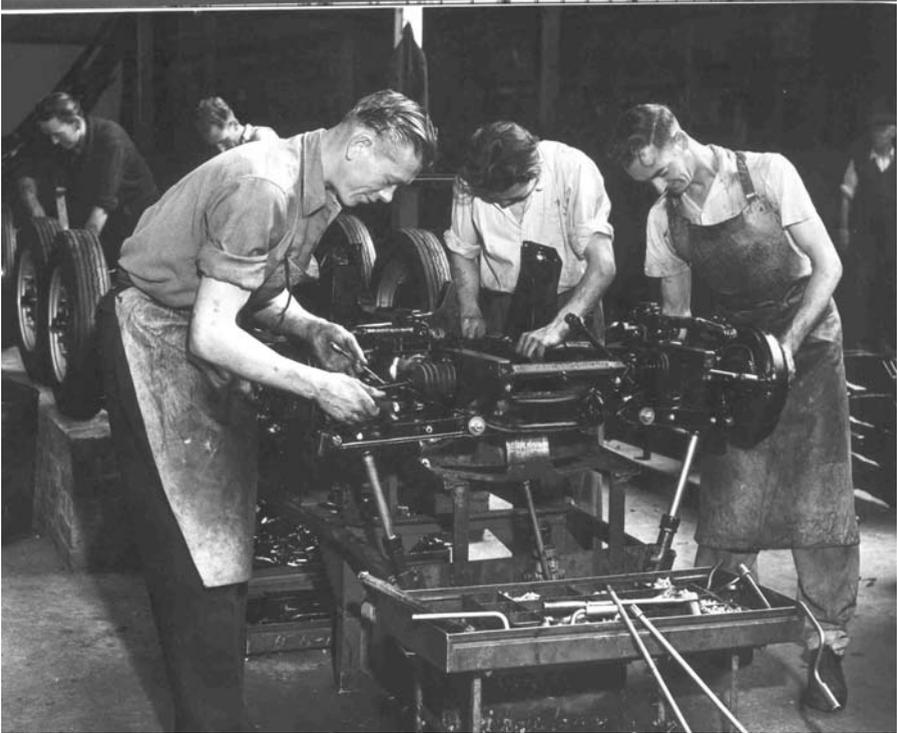
The Michelin data sheet for my 165/15s states 1970mm "rolling circumference". When I marked the floor and rolled the car along one revolution the marks were 1965mm. apart. Virtually the same, so 1970 is what I dialled in and from which I make the assumptions of over-reading mentioned earlier. So, regardless of the vehicle, do the-mark-on-the-floor thing to find the figure to dial into your computer (just ensure the tyre pressure is correct). [*see note]

My next mod is to fit the computer to a clip-board to make life even easier for the navigator. After all, I don't need it now - I know the speedo error (although I do glance at it when I pass a speed camera).

If you just wanted to "check" the accuracy of your speedo and odometer then it shouldn't be too difficult to hi-jack the front forks from the bike of one

of the grand-children and attach it to somewhere like the rear spring shackle. Just get it back to them before the paper-round....

[***Note:-** The “rolling circumference” turns out to be mid-way between the circumferences of the “unloaded” tyre and that calculated using the radius at the flat bit with the car weight on it. So don’t rely on your calculator too much. Physical measurement of one rotation is what counts.]



TD SUB-ASSEMBLY LINE AT ABINGDON IN THE EARLY 1950s -
almost certainly, long before bike computers were invented!

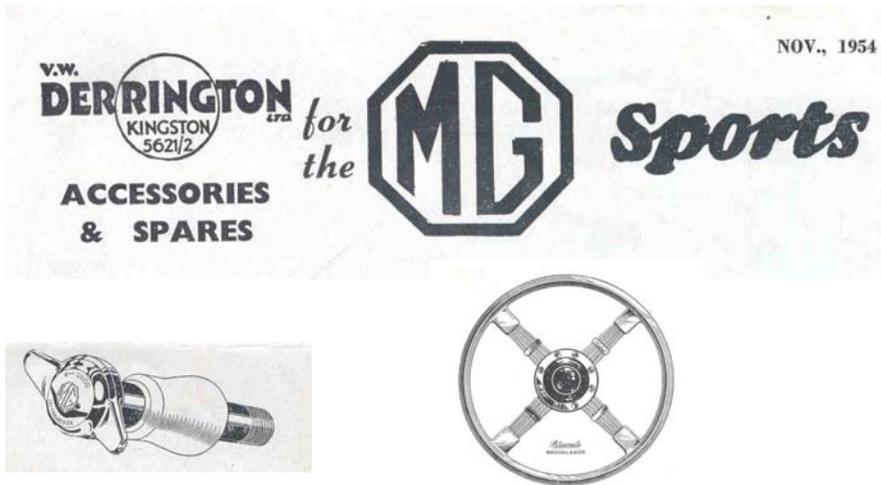
DISCLAIMER

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V.W. DERRINGTON

Here's a 'blast from the past'! Vic Derrington was a well known supplier of "goodies" to give your T-Type more power. I have Grahame White and Roger Wilson to thank for supplying me with a copy of one of his tuning handouts and price lists. It has been reproduced as faithfully as possible but the print size has been slightly enlarged to make it easier to read. Whilst the reproduction of the tuning handouts and price lists is as per the copies supplied, the Derrington logo and a couple of the illustrations have been copied and pasted from some early 1950s originals kindly lent by Mike Hawke.

I'm not sure when Vic Derrington started in business, but he was certainly around in the 1930s as I spotted a reproduction of one of his adverts from *The Autocar* of 1935 in one of the Triple-M Yearbooks. The prices will make you weep and the US \$Dollar £Sterling exchange rate makes for interesting reading.



The original XPAG was the first British production engine with a short stroke in relation to its bore, consequently the connecting rod is short and sturdy. It also was one of the first engines to use shell bearings, and thus will stand up to high revolutions. With such a robust bottom end, only improvements to the cylinder head, ports and combustion chambers, induction and exhausting are necessary, for considerable increases of power.

The XPAG is probably one of the most successful standard engines, capable of being raced, as the innumerable wins testify. It has been used, lined down, to

compete in the 1100cc class and overbored for full 1500cc, in which guise it was given a new cylinder block and became the XPEG model. XPAG 1250cc model engines can be rebuilt to XPEG specification with pistons and certain non-interchangeable parts at a cost of approximately £36 - this giving a considerable increase in power output and torque. The overboring can only be undertaken at owner's risk, though no failures have been experienced through the thinning of the cylinder walls.

For single carburettor engines as used on "Y" types and the Wolseley 4/44, the first modification should be to fit twin carburettors. A complete induction pipe assembly is available, ready to fit, inclusive of new suitable S.U. carburettors, costing £22. With both models, the original exhaust manifold is used by sawing off the inlet manifold, thus avoiding the cost of a separate manifold. Due to lack of space, it is not possible to make an alternative design of exhaust manifold for the Wolseley 4/44.

Stage I Cylinder head tuning includes enlarging and modifying ports and combustion chambers finishing these ground and polished, and increasing C/R to 8.6, supplying stronger valve springs, supplying and fitting new valve guides, increasing B.H.P. from 48 to 54..... £20. \$56.00

Stage II includes Stage I preparation, plus larger valves, 150 lb. valve springs, enlarging ports, increasing C/R to 9.3 and B.H.P. to 60. £30. \$84.00

Stage III includes Stage II, supplying two new 1½" S. U. carburettors and enlarging induction pipes, raising B.H.P. to 64/66..... £50. \$140.00

The Laystall-Lucas cylinder head provides the greatest increase in power obtainable from any modifications, giving over 20% more B.H.P. in standard form. This is supplied finished to Stage II M.G. tuning specification, with larger ports, seatings, 36 m/m inlet and 34 m/m exhaust valves in KE.965, fitted with 150 lb. springs, allowing of 7,000 r.p.m. A special model for racing can also be supplied with stronger valves, stems hard chromium plated in phosphor bronze valve guides, with enlarged ports and gas passages to use with either 1½" or 1¾" bore carburettors, and finished with highly polished ports and combustion chambers, to racing standards.

The next stage of tuning, is by the fitting of the high lift overlap camshaft, which increases the overlap by more than 20° allowing of better gas filling and exhausting. However, owing to the longer opening period of the valves, scavenging must be improved, otherwise there will be blowback from the carburettor, proving that the exhaust gases are not getting away sufficiently quickly. Thus, with this camshaft the extractor type of manifold must be used. Separate pipes of a definite length, determined by experiment upon the dynamometer, are blended together from Nos. 1 and 4 ports and Nos. 2 and 3,

the two outlets being then blended into a single outlet to give extractor action. All dimensions are critical for maximum power output, therefore this type of manifold is most carefully and accurately made, and is finished metal sprayed, for proof against burning and rusting. Price £21, including built-in balanced induction for the 1¼" and 1½" 2-bolt flanged S.U.s or 1¾" 4-bolt flanged S.U.s £23. Approximate increase of power 7 B.H.P. This manifold is produced for TC, TD and TF models with L.H.D. but the steering column on TF. R.H.D. models prevents this being fitted.

Ed's Note: Should not the "L.H.D." above read "R.H.D.?"

For the development of maximum power, there must be no restriction of the exhaust gases, either by the use of a baffled silencer or too small a tail pipe. The "Deep Note" exhaust system uses a straight through sound absorption type of silencer, with the bore of the same internal diameter as the front pipe and a tail pipe of similar size, thus there is no restriction and full advantage is taken of the extractor action of the exhaust.

With the standard coil, the spark weakens at high revolutions and the coil should be changed for a "Sports" high voltage coil, working satisfactorily up to 8,000 r.p.m.

When being tuned for continuous high speed use, the engine will benefit considerably from being specially balanced. Not only will it be noticeably smoother, but higher revolutions will be possible, due to the relieving of internal stresses, thus reducing the rate of wear and fatigue of the metal, which would eventually cause fracture. Crankshaft and flywheel/clutch assembly can be rotary and statically balanced, connecting rods and pistons balanced for weight. For racing, the flywheel can be lightened by several pounds, by removing the excess metal, thus improving the acceleration of the engine.

Larger section tyres, far easier to obtain than the standard 4.75" x 19" can be used giving greater comfort, better road holding and longer wear. The wheels are rebuilt with 4.50J rims for 5.50" x 16" tyres, these having the same rolling radius as the standard tyres. The steering lock is slightly reduced with the larger tyres but there is sufficient wheel arch clearance for the rear tyres.

RACING TUNING. A high pressure fuel pump fitted close to the tank will ensure a more positive head of fuel. The float chambers should be flexibly mounted to prevent frothing of the fuel. Rocker friction will be reduced by substituting tubular distance pieces with .005" clearance in place of the springs. Adjustable piston type shock absorbers will give much better road holding and an anti-roll bar for TD. TF. I.F. S. models reduces roll on cornering and prevents the inner rear wheel from lifting.

COMPARATIVE ROAD PERFORMANCE FIGURES taken from WOLSELEY 4/44 XPAG fitted with modifications specified, in standard condition and then as modified				
Performance	Standard	Head mounted to Stage I MG tuning, twin SU carburetters and Deep Note Exhaust System	Head modified to Stage II MG tuning, twin SU carburetters	Fitted only with Laystall-Lucas light alloy cylinder head
0-30 m.p.h.	10 secs.	7.0 secs.	6.7 secs.	6.0 secs
0-50 m.p.h.	24 secs.	18.0 secs.	17.6 secs.	18.0 secs.
20-60 m.p.h. (top)	41.2 secs.	30.0 secs.	28.8 secs.	32.0 secs.
Max. 3 rd gear	60 m.p.h.	64 m.p.h.	67 m.p.h.	66 m.p.h.
Hill Climb	35 m.p.h.	43 m.p.h.	52 m.p.h. plus	52 m.p.h. plus

1955 MODEL TF – MG 1250 c/c model		
Performance	Standard	Fitted LAYSTALL-LUCAS Cylinder Head
0-30 m.p.h.	4.6 secs.	3.6 secs.
0-60 m.p.h.	22.2 secs.	16.8 secs.
20-60 m.p.h. (top)	24.8 secs.	18.4 secs.
Max. top gear	78 m.p.h.	86 m.p.h.
Max. Over Hill	56 m.p.h.	64 m.p.h.

PRICE LIST	£. s. d.	\$
LAYSTALL-LUCAS cylinder head (1250cc) assembled ready to fit, provisional price	60.0.0	168.00
As above for 1500 cc	62.10.0	175.00
Extra cost of preparing to racing spec, as detailed	25.0.0	70.00
Standard Head, tuned Stage I (in exchange) plus deposit against return £12.	20.0.0	56.00
As above tuned to Stage II	30.0.0	84.00
New M.G. Replacement crankshafts offered subject to availability	20.0.0	56.00
New Main Bearing shells (std) per set	1.11.0	4.34
New Big end shells per set	1.5.0	3.50
Cylinder head gaskets 1250cc and 1500cc	16.0	.25
Twin S.U. 1¼" carburetters, mounted on to balanced induction manifold	21.0.0	58.80
Two S.U. 1½" (H4) carburetters with linkages and fuel pipe lines	21.0.0	58.80
As above but 1¾" (H6)	26.0.0	72.80
Camshaft, high lift, overlap, for racing	8.0.0	22.45
Inlet valves standard size or o.s. 36m/m 30° seatings ea.	17.6	2.45

Exhaust valves standard size or o.s. 34 m/m 30° seatings each	1.5.0	3.50
Valve springs extra strong. 150 lb. double type, per set	1.10.0	4.20
Clutch springs, stronger per set	1.12.6	4.45
Crown wheel & bevel pinion 4.87. TD & TF only subject to availability	8.18.6	25.00
Balancing crankshaft and flywheel/clutch assembly	6.0.0	16.80
Balancing connecting rods – per set 4	6.0.0	16.80
Balancing pistons – per set 4	1.0.0	2.80
Lightening flywheel by turning off excess metal	2.10.0	7.00
Extractor exhaust & inlet manifold to fit TC. TD. & L.H.D. TF. Models	22.0.0	61.60
Deep Note Exhaust System TB. to TF. models stout gauge metal for long life	5.0.0	14.00
GRAB HANDLES embossed MG. heavily chromium plated on bronze	18.6	2.60
ANTI-ROLL (or sway) BAR with necessary fittings for TD. & TF. Only	5.5.0	14.70
ARMSTRONG ADJUSTARIDE piston type shock absorbers for rear – per pair	12.0.0	33.60
ROAD WHEELS rebuilt new spokes 4.50 J X 16” rims on own hubs each	7.10.0	.00
‘LIGHTWEIGHT’ WOODRIM STEERING WHEELS, all models 16”	12.0.0	33.60
OIL COOLER KIT with L/A RADIATORS H.P. Hoses, Adapters & all fittings ready to fit	15.10.0	43.50
Luggage grids, chromium plated for TC, TD & TF models, state which reqd.	11.10.0	32.20

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RON'S RAMBLINGS

During the recent rebuild of TD VKDxxx one had lots of time (four and a half years) to ponder how to make the car more suitable and practical for modern motoring – Reliability, Safety and Practicality being uppermost on the list.

I'm afraid that originality came well down the list but please don't shoot the owner!

The improvements included:-

- * Front disc brakes, and what a difference they make.
- * Five speed gear box - higher back axle ratio (The originality buffs can't spot this one).
- * Adjustable Camshaft sprocket with provision to adjust without dropping the sump.
- * Modern lip seal on front of crank.
- * Electric fan to replace belt-driven one.
- * A complete new steering box, but more of this item later.
- * A more mundane mod. is the provision of extra storage space.....

Any owner of a TD is conscious of the lack of storage space - especially space which is reasonably secure, but where can this be found on such a compact car as a TD?

Read on!

On any T Type, storage space is at a premium. Whilst tools are usually carried under the bonnet, this is limited on my car because some of the space has been used to house the windscreen washer bottle. However, whilst fitting out the chassis with rear apron (the flat bit behind the seat), and having a trial fit with the ply, it was most noticeable that there is a large space between the Chassis Rails and above the rear axle - why waste this space?

One other reason for consideration was one of security, the uninitiated would not expect to find anything hidden in this position and so one can use this area for more valuable spares or tools. Plus, I don't think one should mix tools and luggage or shopping - luggage/shopping above the deck, tools/spares below. It also keeps the rear of the car clean and tidy.

The area available is approx. 25" wide between the rear shock absorbers and 16" between the rear body tie bar and the side screen compartment, and 5½" deep -one constraint here is the handbrake cables.

To ensure that the storage box does not interfere with maintenance, the whole of the space was not used and a box 18" x 12" x 4" deep was decided upon. A wood pattern was made and the box moulded in fibreglass with a flange all round, into which captive nuts are moulded. The box is fixed to the car by six c/sk screws thro' the deck plate.

Provision is made to check the rear axle oil with an aperture in the base directly above the filler plug and sealed with an aluminium plate.



Like all prototypes, one can always improve. I was too conservative with the dimensions, and so the original one was consigned to the scrap bin and the pattern altered (slightly longer front to back and deeper (19"x 16" x 5"). This necessitated having a bulge to clear the diff casing. Whilst the design isn't a regular shape, it is more usable. A wire wheel spinner is easily housed. The end result is that it is not quite as simple as the prototype, but it does give more storage space. (see photo below)



The apron behind the seats is now in three pieces, the outer ones rigidly fixed to the chassis and the centre piece hinged along its rear edge to give access. Unfortunately, photos of this in situ have not turned out as clear as I would have liked. Hope this gives the reader food for thought – and if anyone is interested, the

fibreglass box can be made available to anyone who fancies fitting one.

At the start of these ramblings, I mentioned the steering box. The car was last on the road in 1973 and up to five years ago it was stored in a dry barn. However, in spite of this, when the steering box was stripped down it was full of a mixture of oil, grease and water.

If I remember rightly, the car's last outing was an MG event in the Lake District and the return journey was a nightmare, through a thunder storm most of the way home. In other words, it was knackered.

The steering box housing is an iron casting and was badly worn along its bore by the rack. The box was bored out to be rebushed but this did not seem the best solution because I was not sure about the structural integrity of the remaining casting. Fortunately, a set of original Works drawings were seen and borrowed. Biting the bullet, a pattern and core box were made and cast by a local foundry. Machining was not easy but access to a jig borer solved the problem.

After going to all this work, refitting the original gears did not seem right, and so, armed with the relevant drawings, various gear cutters were visited. Some were very helpful, but others – well, the least said the soonest mended. Invariably, the first question asked by them was “How many hundred do you require?” Then, when all seemed lost, I came across a company whose Managing Director was a car ‘nut’ – Manna from heaven! – and we agreed to have a small batch made.



The car is now the proud owner of a brand new rack and pinion. It is not a cheap option but the TD now steers as good as, if not better than, when it was new.

If anyone is in need, these can be made available.

For further details, please contact the Editor.

Hope you have been interested in these ramblings!

From Ron, who rambles.



PRACTICAL SKILLS WORKSHOP

17th SEPTEMBER 2006

Reference was made on pages 8/9 to a potential difficulty in squaring the circle between getting the final programme out to you and adhering to the publishing deadlines for our communications media. Happily, that clever chap, Graham Brown, has thought of it all and you should regard the topics mentioned below as a firm indication (only requiring final Committee endorsement) of what we shall be doing on the day.

Early booking is advisable to avoid disappointment as it is unlikely that we will be able to accept more than 32 applications. The following is the text of what will appear in the August "Safety Fast!" T-Type Notes.

"Following last year's successful and very popular event, it has been decided to re-engage Peter Edney and his technicians to host a similar session on Sunday 17th September at Peter's Workshop and Showroom premises, near Bishops Stortford. The following 4 topic areas are being covered:

- Clutch and brake adjustments/servicing
- Wheel alignment/tracking and front axle steering set-up
- Oil and water systems - A better understanding and maintenance/service issues
- Engine tuning—carbs/timing and distributors.

You are advised to register your interest STRAIGHT AWAY (we already have 5 applications even before the event has been advertised!) so please e-mail me NOW for an Entry Form. The entry fee is £40 per person this year and once more (included in the entry fee) we shall have the 'finest caterers in the Land' (as last year) to look after our demand for sustenance. This arrangement appeared to be well received last year to everyone's satisfaction. In order to get maximum advantage out of the four by 1½ hour sessions (four groups of eight), the day will probably need to kick-off about 9.30 am and end about 5.00 pm."

Graham Brown Tel:01234/358729

E-mail: graham@isisbedford62.freeserve.co.uk

Notes from a Rebuild

No. 9

T-ABC Number Plates

Decisions

If you were buying a T-Type in the 30's, 40's or 50's, there don't seem to have been many choices you had to make, apart from the colour of the paintwork and trim. The list of contemporary accessories was very limited compared the huge menu of options now available on modern cars.

You did however have to decide on your number plates.

Basic layout

Sherrell is, as usual, excellent on the number plate layout and brackets (Pages 201 and 117). Very good pictures of both front and rear plates are shown on pages 69 and 70 of Graham Robson's "MG T-Series, The Complete Story". Keen OSs (Originality Students) will also spot the painted heads of the headlight mounting bracket bolts, - but that will be another story.

The front plate (MG Part No. 50276, Moss 451 715) was, I believe, a fairly standard pattern available at the time and I would be surprised if it were not used on many contemporary vehicles. As Sherrell describes it: "rectangular, 26 1/2" x 4 1/2" with raised rolled edge, 1/2" wide, right around."

The rear plate, which is very rare to see these days, due to the proliferation of the "Double-D" rear light conversions, was a simpler, flat rectangular plate, 26 1/2" x 4 1/2", stiffened by a 1/4", 90-degrees turned-over edge. (MG Part No. 84856).

The Law and Options

The UK Motor Car Act of 1903, which came into force on January 1st 1904 required all vehicles to carry a number plate. Prior to 1932 the majority of plates were hand painted, white on a black background. In 1932 the specifications of number plates were amended and for the 1936 to 1956 period covered by T-Types there appear to be three principal options:-

Die pressed aluminium (early 30's to 1963/4) Characters are 3 1/2" high on plates with a standard size of 21" x 5" rectangular or 14" x 9 1/4" "square"

Digit Type These were first introduced in the early 30's as 3 ½" flat or oval digits, changed in the 1950's to peaked digits. These could be white, grey or silver, riveted on to a black background. They were originally produced in cast aluminium, later in the 1960's in injection-moulded plastic.

Hand Painted or stencilled on to a number plate carrier, such as provided for the front of the T-ABC.

What did the original owners chose?

In a very unscientific survey of dozens of period photos, it seems that the majority of owners (I'd say 70%) opted for the pressed aluminium plates. This meant they threw away the front carrier plate and fixed the number plate straight on to the apron. At the rear, unfortunately, the dimensions of the plate are just ½" taller than the carrier. This is shown clearly in one of my favourite period photos (*right*).



If you chose the digit option, (see photo below of early 1950s 'shot' of John James' TC Being driven by its previous owner on its way to a cricket match in Hythe, Kent) which I



assume was more expensive, then I imagine the owner purchased a second matching number plate carrier and took the two plates to a supplier to have the digits riveted on individually. Fortunately, this approach means that the rear plate

matches the carrier (both 4 ½”).

It would seem that the majority of painted numbers were on pre-war TA's, although I was pleased to see a lovely new example in the Silverstone car park this year.

My own choice



This was very difficult; why don't you let me know what you prefer?

Happy fettling!

John Steedman

johnhwsteedman@aol.com



Information sources :

Tippers Vintage Plates (established 1932)
20 Benfleet Road, Benfleet, Essex SS7 1QL
Tel: 01702 553225

“British Number Plates”, The Wikipedia

NationalNumbers: www.nationalnumbers.co.uk

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SILVERSTONE 2006 REPORT

As usual, I spent virtually the whole of the three days on the Register stand in the main MG Car Club marquee. In doing this, some members have expressed concern that I don't get chance to get out and about but I actually enjoy being on the stand for the weekend as it offers the opportunity to meet virtually every visitor.

Somehow, Silverstone didn't feel quite the same this year. The number of visitors seemed to be well down. Even if this were not the case, the punters were not spending much money. Various reasons were advanced for this. Perhaps the most plausible is that the high cost of fuel (£0.95 per litre/£4.30 per Imperial gallon) is making a dent in disposable income, as are soaring electricity and gas prices and Council Tax bills which continue to outstrip inflation as measured by the Retail Prices Index.

Despite this, the level of interest in T-types continues unabated and the Register stand was extremely well patronised. However, the number of T-Types in the car park on both Saturday and Sunday at about 70 –was 20 or 30 down on recent years.

The display of XPAG Specials was absolutely stunning and it is a pity that more spectators do not avail themselves of the opportunity to view these superbly finished cars. Here are a few 'shots' of them taken by the Register Webmaster, Steve James.



The Lester of Mike Cross deserves a special mention as this was the subject of painstaking research and an eight year rebuild. We were privileged to witness the result of this, its first appearance at Silverstone since its rebuild.



Above Chris Pamplin's Dargue MG
Above (top right) Barry Crichton's TA/Q MG
(Bottom right) Tony Smith's 1938 TA Tebworth MG.

The T-Type races were as exciting as ever. In the Total Butler Race (mostly T-Types and MGBs) John Bussey was the first T-Type over the line and he also recorded the fastest lap. Steve Barlow was the second T-Type over the line. Last year we raced with the Triple-M cars in the Kimber Trophy Race, but this year we ran in the BRDC 1950s Historic Sports Car Race. First over the line was a Cooper Monaco. The TB of George Edney was the first T-Type over the line with the TCs of David Bishop and John Bussey second and third. The TC of Steve Barlow recorded the fastest lap, but unfortunately Steve had to retire from the race. Alex Quattlebaum was the first XPAG Special over the line.

The photos overleaf show George Edney with his bottle of champagne (for first T-Type over the line) and David Bishop, runner up, with his. Register President, Mike Lugg is behind David (having just made the presentation) and Chris Tinker, Register Competition Secretary, can be seen to the right of the photo. The Register provided the champagne – a small token of gratitude for the immense enjoyment that the 'T' Racers bring to spectators.



Finally, here are a few photos of T-Types at Silverstone 'shot' by the camera of Steve James.



Photo on the left is the TF1500 of David Fletcher.

Photo below is a rear view of the TD of TD/TF Registrar, David Butler.

Photo overleaf is the TC of



Roger Furneaux. That looks like Roger's trailer to the right of the photo and do I spy a VW steering box sitting on the back of the car?

JOHN JAMES



TA REPRODUCTION SALES BROCHURE

To commemorate the 70th Anniversary of TA production, the Register has produced 251 copies of the TA Sales Brochure. The twelve page reproduction, which is to the same high standard as our May 1946 TC reproduction and the late(ish) TD reproduction Sales Brochures is offered for £4 plus postage of £0.75 (UK), £1.25 (EU) and £1.75 (Rest of World). You can order by post from me (John James) at 85 Bath Road, Keynsham, BRISTOL BS31 1SR (cheques payable to



“MGCC ‘T’ Register”). If paying by credit card please add £1.50 fee and state type of card, name (as it appears on the card) 16 digits on front of the card, 3 digit security code on the back of the card and expiry date. Please do not send these details in an e-mail as it is not secure. Alternatively you can order by credit card via PayPal from the Regalia section of our website www.tregister.org

We are also offering a copy of the Cowley Design Office drawing of the TC Midget body details. This is a large size drawing (getting on for A1 size) and is, we believe, half the size of the original. The price (including cardboard tube) is £3 plus £1 postage (UK), £1.75 (EU) and £2.50 (Rest of World). Ordering/payment details are as above.

CARS FOR SALE

MG TA 1936. Red. Very good older restoration. Totally rebuilt car with very low mileage since. £12500. Tel 01753 883499

MG TA 1938 Almost completed TA which has been many years in the restoration process. Just needs a little bit of work on the interior – (new red leather seats and squab have been fitted) – fitting of door linings (which are finished complete with pockets), fitting of hood and running up. Wiring has been 90% completed. New batteries required. It was never my intention to build a concours car but to have a decent reliable model which looked its age. I am pretty sure all parts to finish are included. Have old log book and it is on the Swansea register with the new log sheet as well. Sadly advancing years dictate that I will never finish this project started so long ago. Can be viewed in Lincolnshire. Reasonable price of about £8,000 Telephone 01507 588224 and ask for Ron

TD 27508 (originally registered on 8th May 1953) is reluctantly for sale. It has the interesting registration number RAF 468 which is on the new V5C registration certificate. The car had been dismantled and the chassis and brakes had been overhauled by the previous owner but arthritis prevented him from completing the car. Sadly, history has repeated itself and I am unable to complete the rebuild. All the parts are with the car and in addition there are a number of spares over and above the disassembled whole. Some quite rare, including a brand new Lucas armature for the dynamo with extended spindle for the rev counter drive. The original green log book and various papers from the history trail come with the car, which is offered for sale at £6,000. Telephone number 01438 226359 (Stevenage, Hertfordshire) if you are interested.

1953 TD LHD. (TD 20826) Green & green, new seats. Nice original condition. MOT to September 2006. Same owner 45 years. Ill health forces sale. £11,500. 020 8688 2220. Croydon, Surrey. or Email pipsotelo@tiscali.co.uk

SPARES FOR SALE AND WANTED

FOR SALE 12V wiper motor. Very good original condition with very little wear. Good crinkly paint and chrome. £50 Pair of 1¼" SU carbs complete with all couplings. £80 3 x 185 HR15 x VS Michelin tyres. No appreciable wear on chrome 72 spoke wire wheels. £100 the lot. TD chrome head lamp with Lucas "King of the Road" badge. £40 2 round tail lamps for TD with chrome tapered mounts. £40 Tel 01429 838683

FOR SALE Distributor for TA richard.woollett@tesco.net or phone 0117 986 4224

WANTED Dipstick for TC gearbox, also oil filter to crankcase 'cradle' with straps, if possible. Ian Radburn 01395 514622

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